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[1389]

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## INTIMATION



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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash. Telegraphic Address: PRESS. Cables: A.B.C. 5th Ed. Editor. P. O. Box, 84. Telephone No. 12.

HONGKONG OFFICE: 10A, DES VUEX ROAD C.  
LONDON OFFICE: 131, FLEET STREET, EC.

**The Daily Press.**

HONGKONG, JANUARY 23RD, 1912.

It can be well understood how difficult it must be at a time like the present in China to maintain respect for law and order in the provinces. The task of the new administrations is by no means a light one. They are aware that the eyes of the whole world are upon them, and that recognition of the new Republican Government by the Powers is dependent upon proof of its ability to govern the country in a manner at least as effectively as the Government it has displaced. Several of the provinces of China have populations as large as the whole population of Japan, or Great Britain, and when inexperienced men are suddenly called upon to undertake the heavy responsibility of governing these provinces at a time of grave political disturbance throughout the country we can readily understand that some time must elapse before the magnitude of the task ceases to appear appalling and they are able to get such a grasp of the reins as will enable them to ensure that respect for law and order which it is their duty to establish and maintain. It is but two or three months at the most since the new administrations displaced the old in most of the provinces of China, and it is not surprising that we should be reading a great deal about brigandage and lawlessness in many provinces. But it is only fair to note at the same time the earnest efforts which are everywhere being made to suppress lawlessness and to bring order out of chaos. In no province is success being

more rapidly achieved in this connection than in the neighbouring province of Kwangtung. When the old régime was overthrown, all the good it achieved went with it for a time. There was a short period of absolute anarchy, and, among other things, the widespread curse of gambling, which the late Viceroy succeeded so splendidly in stamping out, immediately re-appeared and flourished in the city of Canton, just as it used to do. But it was only for a time. The crusade against gambling was one with which the enlightened leaders of the Reform movement were heartily in sympathy, and consequently as soon as they had set up an administration in Canton they took measures to maintain respect for the law against this vice, and we are told that "gambling has disappeared from the city in a wonderful way." This work is going on throughout the province. Again, piracy and brigandage have for years been more or less prevalent in the territory under the jurisdiction of the Canton government, and pirates afloat and brigands on land were not slow to take advantage of the temporary relaxation of vigilance on the part of the authorities, produced by the change of government. But the new administration appears to have risen to the necessities of the situation, and though it is too much to expect that the new broom will make a clean sweep, the government is at least entitled to credit for the energetic measures it is taking to protect life and property from the rapacity of the gangs of marauders who have so long infested the province. Hundreds of these have happily been drawn into the army where, let us hope, they will remain, to become guardians and defenders rather than the destroyers of the lives and property of peaceable citizens. So far as it is possible to judge from the newspaper reports, the new provincial administrations are everywhere doing good work, and when peace is proclaimed and the administrations are able to devote their undivided attention and resources to the government of their respective provinces, we may expect to see them bending the whole of their energies to the good government of the country on sound and progressive lines.

The English mail of the 23rd December was delivered in London on the 20th January.

Two Indian sergeants were yesterday fined \$3 each for behaving in a disorderly manner at Yaumati.

A dead body was picked up near the Chinese hospital on Sunday. Death was apparently due to natural causes.

Mr. Irving yesterday sentenced a man to three months' imprisonment and to twelve strokes of the "cat" for snatching a purse.

A robbery has been reported from the village of Tai Ku Ling, at Kowloon City. The robbers were armed, but they took very little of value away with them.

Capt. A. J. Thompson, Staff Officer of the Hongkong Volunteer Corps, who is shortly leaving the Colony, is to be entertained at a Corps dinner at Headquarters on Saturday, February 10th.

Twelve men who were found gambling at Yaumati were each fined \$3 at the Magistracy yesterday, and 28 men who were convicted of the same offence near the Old Western Market were each fined \$3.

The great liner *Minnesota* anchored at the man-of-war anchorage yesterday, being too deeply laden to proceed through the harbour to her usual moorings at West Point. We understand that she was drawing 34ft. Her cargo consists chiefly of flour.

Before Commander Beckwith, R.N., yesterday a man was fined \$3 for mooring his boat within a hundred yards of low water mark in a prohibited place, for disobeying the orders of the Harbour Master and for failing to produce his licence.

The launch *Ta On*, carrying thirty passengers, was seized by pirates recently off Ping Hei, to the north of Mirs Bay. The pirates, after seizing the vessel, took her out to sea and pirated three fishing junks. They then handed the launch back to her owners.

Mr. H. R. Honeyman defeated Mr. J. B. Ferrier in the final of the golf championship of Shanghai last week after a very close and interesting match. The result after four rounds of play was only gained by a 2 up and 1 to play margin, which shows the keenness of the game.

**LADY LUGARD.**

The following bulletins were issued yesterday, by Dr. G. P. Jordan:—

10.30 a.m.  
Her Excellency Lady Lugard has had a very fair night and is as satisfactory as can be expected.

7.15 p.m.  
Her Excellency Lady Lugard is progressing favourably.

**TELEGRAMS. TELEGRAMS.**

[THROUGH REUTER'S AGENCY.]

**ITALY AND TURKEY.**

LONDON, January 22nd.

The Paris *Matin* states that France has claimed the liberation of the Turkish passengers on the steamer *Manouba*, and that Italy has refused the claim.

**A SYRIAN TOWN BOMBARDED.**

Reuter's Constantinople correspondent reports that a telegram has been received from Jaffa to the effect that an Italian gunboat bombarded Khanyunus, in Syria, close to the Egyptian frontier.

**TURKS AGAIN REPULSED.**

A Rome telegram states that 400 Turks and Arabs attacked the blockhouse at Benghazi on the 18th inst., but were repulsed, 28 being killed.

**BRITISH SHIP STOPPED.**

LATER.

A message from Hodeidah, Arabia, of the 16th inst., states that an Italian gunboat overhauled the British ship *Africa*, from Hodeidah to Aden, and removed twelve Turkish officers, including Riza Bey, the famous Yemen veteran.

**FRANCO-ITALIAN COMPLICATIONS.**

LATER.

The *Daily Chronicle* correspondent in Paris states that France intends making a naval demonstration on the Italian coast in the event of the Italian reply regarding the captured Turks being unsatisfactory, and that orders have been sent to Toulon to hold a squadron in readiness.

Whether this is true or not, the situation seems grave, and is complicated by the mystery of the telegram in cypher which was said to have been sent to the Consul at Cagliari, telling him to surrender the Turks. While the French Government asserts that the telegram was not sent, the French papers hint that the telegram was tampered with, and demand an inquiry. They talk of the famous Ems despatch, which preceded the Franco-German War. The Italians maintain that their action was justified, and declare that the prisoners carried no surgical appliances and were not doctors. They cite England's action in the Transvaal War and the seizure of the *Bundesrath* by General Hertzog.

**GERMANY AND ITALY.**

LONDON, January 22nd.

Herr von Kiderlin-Waechter has left Rome.

**GERMAN ELECTIONS.**

LONDON, January 22nd.

Reuter's correspondent at Berlin reports that the first lot of the second ballots shows an unexpected success for the Liberals and Radicals and a disappointment for the Socialists. The elected members comprised Conservatives 9, Imperialists 6, Reformatory 2, Economic Union 4, Liberals 20, Radicals 17, Centre 7, Socialists 8, Guelphs 2, Peasants Union 1, and Independents 1.

**GERMANY'S COLONIAL POLICY.**

LONDON, January 22nd.

The Berlin correspondent of the *Daily Mail* reports that Herr Solf, the German Secretary, left for London yesterday. It is understood that he will discuss Anglo-German Colonial questions.

**ARGENTINE RAILWAY STRIKE.**

LONDON, January 22nd.

Reuter's correspondent at Buenos Aires reports that the railway strikers seem disposed to resume work immediately on condition that the entire personnel is reinstated. The Government has decided to request the companies to settle the crisis without delay.

**ROYAL VISIT TO NEW YORK.**

LONDON, January 22nd.

A great stir has been caused in New York by the announcement that the Duke and Duchess of Cornwall are to stay there a few days. Mr. Whitelaw Reid, the British Ambassador in New York, will visit them in private, but the papers are full of conjecture as to who has been asked to meet their Highnesses, and there is tremendous anxiety among many society people lest they should be omitted.

**NEW GOVERNOR OF BENGAL.**

LONDON, January 22nd.

Sir Thomas Gibson-Carmichael has been appointed Governor of the Presidency of Bengal.

**FLOOD IN THE THAMES.**

LONDON, January 22nd.

The Thames and the Trent have overflowed and the water is steadily rising, owing to the heavy rains and melting snow.

**THE OPIUM CONFERENCE.**

LONDON, January 22nd.

A Hague telegram states that the Opium Conference has practically concluded its labours and has passed the Convention in its entirety, which is to be signed in its final form to-morrow. It is announced that the Conference attained the object for which it was summoned.

**THEIR MAJESTIES HOMEWARD BOUND.**

LONDON, January 22nd.

Reuter's correspondent at Port Said wires that Their Majesties have left. Lord Kitchener and many other notable people bade farewell to Their Majesties.

**HOME RULE.**

EXCURSIONS TO BELFAST PROPOSED.

LONDON, January 22nd.

It has been arranged to run excursions for Orangemen from all parts of Ulster to Belfast on the day on which Mr. Winston Churchill is to arrive. The Nationalists state that they may bring a monster contingent of ancient Hibernians from Dublin to check the Orangemen. The *Ulster Guardian*, a Liberal organ, demands the arrest of Lord Londonderry, the Rt. Hon. Thomas Sinclair, and Captain Craig for treason.

**THE LANGKAT SHARE CASE.**

JUDGON BROKER'S CONTRACT NOTES.

Sir Harilland de Saumarez (Judge of the Supreme Court, Shanghai) delivered judgment last week in the case of the Teh Yuen Bank and Low Dah-sun against N. S. Levy. Mr. H. P. Wilkinson appeared for the plaintiffs, and Mr. G. H. Wright for the defendant.

His Lordship said:—This is an action which arises out of a transaction which took place somewhere in the neighbourhood of the famous June settlement which has so often been discussed in this court and which also raises the point in connection with the contract note used by brokers in this town and which has also been the subject of comment on more occasions than one by judges of this court. The facts in this case are unfortunately somewhat involved, that is to say, there are two stories which are absolutely inconsistent with each other and neither of which is in any way inherently improbable. The plaintiffs are a bank and a Chinese gentleman named Low Dah-sun, who carried on business in the town, but who also appears to have frequented the neighbourhood of the Stock Exchange with the idea of doing certain dealings in shares should the opportunity arise. The defendant is an outside broker. The plaintiff's story is that having twenty or thirty shares in Langkat to dispose of, Low Dah-sun was about the Stock Exchange and there he met the defendant, who was an outside broker. The plaintiff's story is that he was twenty shares, and he thereupon sold him twenty of these shares and he knew nobody else except Levy in the matter. The defendant on the other hand says that the plaintiff Low Dah-sun knew perfectly well that he, Levy, was dealing as a broker, and he further tells us some rather complicated story as to how he was being deceived on the 11th of the month and another transaction on the 11th for another ten shares and that on the completion of this transaction on July 11th both were lumped together and a contract note for a different amount, which did not actually represent the average value of the shares, was given by himself to Low Dah-sun and that the excess in the value of the shares was accounted for by the fact that Low Dah-sun wanted to get off or have an allowance made to him in respect of certain commissions. With reference to that part of the case all I wish to say is this: That the defendant's books do not help me. He says that he writes them up the same night or perhaps one day afterwards. Three days elapse and there is no note whatever of the sale on the 11th when he says that this serious, complicated transaction was brought to an end. I think that is all I need say about the facts.

The contract note is in the usual form and is as follows:—"Dear Sir, We have this day sold on your account twenty shares in the Langkat at the price of \$1,525 per share, cash dividend, and signed for the concerned, purchase confirmed, N. S. Levy. Yours faithfully, N. S. Levy, broker." This contract note on the face of it is a contract note made by a broker. I think that in an ordinary way, unless there was very strong evidence to show that the defendant had acted otherwise than as a broker, the contract note itself would be conclusive, but undoubtedly there is the practice in Shanghai which has come before this court too often for the court to ignore it. First dealers in shares here act sometimes as jobbers and sometimes as brokers, and that the words "for the concerned" have often been used to cover the practice of jobbing. The question is therefore somewhat more complicated, and I have to look on the evidence to see whether the facts taken together with this known practice are such that I should be justified in coming to the conclusion that the defendant was in this case acting as a jobber or that he held himself out to be acting in such a way as to make this contract practically a contract between himself and the plaintiff, he acting as principal. I have stated my view of the evidence, namely that there is nothing convincing on either side. The question of the contract note appears to be the plaintiff's to prove that Levy was in fact acting in a way different from what he appears to have been acting on the face of the contract note which passed between them. As I say, they have failed in convincing me that that is the case, and therefore I must give judgment for the defendant, but I shall not allow him the costs, because the books that he produced before me and which ought to have given a clear account of this transaction are apparently unsatisfactory and therefore he must stand the loss to that extent. I may say, I think, that with these contracts in this objectionable form, signed "for the concerned," when these contracts are before the court the court will always require to be satisfied by the books of the person who issues such a contract note that he has taken good care to show the nature of the transaction. As I say in this case, the books do not help me at all and I seek my sense of that by depriving the defendant of his costs.

**JEHOL.**

**THE REFUGE OF THE MANCHU EMPEROR.**

The city of Jehol (or Ch'eng-t'ê Fu, to give it its full official name) is already associated with both the brightest and darkest days of the Manchu dynasty: it was the birth-place of the great Emperor Ch'ien-lung; thither the Emperor Hsien-feng retreated, in 1860, before the victorious advance of the British and French forces, at a time when his realm was ravaged by the worst rebellion the dynasty ever had to face; there he died, and there came into being the *coup d'état* that was the beginning and foundation of the long period of supreme power enjoyed by the late Empress Dowager. The memory of the Ch'ien-lung Emperor is cherished in the city and its environs, and relics of him abound. The Imperial Hotel (or *hsing-kung*, Travelling Palace—not to be confounded with the Palace proper at Jehol) and one of the largest of the many temples in the place were built by him on the Tibetan model after his return from his victorious expedition in that land. The tiny thatched cottage in which, it is said, the great Emperor was born; the three Buddhas that he used to worship; and his sword, bow, and saddle are all to be seen to this day. His favourite mule, too, is still kept carefully in the precincts of the Palace: it would thus appear to be at least 120 years old! This wonderful longevity is explained by the fact that an official receives a large salary as caretaker of the mule—hence, it is reasonable to believe that the mule will never die. Another relic is a huge image of Buddha, 35 feet high, in one of the temples: this is said to portray the exact features of the Emperor.

The popular name of the town is derived from a hot stream—*je-ho* means "hot stream"—that takes its rise in the Palace grounds: the official name of Ch'eng-t'ê is never used in ordinary parlance, and the local saying is that a man only uses that name for the place when he has some lawsuit on hand. This custom of giving a local colloquial name to towns is very marked in extramural Chihli. The nearest town to Jehol, Ping-ch'ian Chou, is known as Palsou (The Eighth Ravine); Chien-chang Hsien is Tzu-tze-Kou (The Ravine of the Pagoda); Ch'ao-yang Fu, San-tso T'u (The Three Pagodas), and so on.

The government of the district is peculiar: it is nominally subject to the Viceroy of Chihli, but as it is the residence of the highest of the provincial officials of the Manchu system, the Viceroy's authority is very much at a discount, especially as the vast majority of the inhabitants are Bannermen, who are, in any case, subject only to their own officers. The Tartar-General (*tu-lung*), who is the head of the local government of Jehol and of extramural Chihli, outranks all other Tartar-Generals (*chiang-chin*), who themselves take precedence over the Viceroys and Governors of the provinces.

A more fitting retreat for the last ruler of the House of Ch'ing it would thus be hard to find. The place is bound up with the Manchu tradition; the whole district is inhabited by people of Tartar stock; no Chinese official has exercised authority there. It may well be doubted whether there is another town in the whole of the Chinese Empire (not even excepting Peking and Mukden) where the Manchus have so maintained their predominance, and where there has been so little accession of Chinese influence. The Palace stands in the midst of a fine park or hunting ground, surrounded with a wall some 20 miles in circumference, and well stocked with deer and other game. A spur of hills runs through the grounds, which thus present a diversified and picturesque appearance, and life in an estate of such varied charms should, to a philosophic mind, afford abundance of solace for the loss of the cares and tribulations of the Dragon Throne. There is a garrison of three to four thousand drilled Manchu and Mongol troops at Jehol, in addition to the ordinary male population, fifty per cent. of whom are, probably, nominal members of the Manchu Army under one or other of the "Eight Banners."

The general situation and surroundings of Jehol give the impression of a place removed from the outside world. The city is, it is true, not walled, but, together with its straggling plan, seems to emphasize the difference between it and an ordinary Chinese town. It consists principally of one long street, straggling for four or five miles down a narrow valley. What side streets there are are short, and terminate in the bare hillside. The western end of the valley is shut in by a high pass, with a very difficult ascent, the gradient being about twenty degrees. At the eastern end, the town widens out as the valley in which it lies debouches on the Je-ho. Beyond this, though the hills close in again, and the road ou from Jehol to the east goes over a succession of difficult passes and through deep ravines—six miles from Jehol is a particularly bad pass, called the Hung-shih-la Ling. Indeed, Jehol is literally cradled in mountains, and from whatever side it is approached, there are tremendous passes to be negotiated. The town lies on the main road to nowhere (it is a centre for caravan

traffic to and from the outlying Mongolian tribes), and would probably never have existed, save as an *entrepôt* for the nomadic tribes, but for the Palace, and that would, it seems reasonable to believe, never have attained its importance but for the predilection Ch'ien-lung had for it—it will be remembered that it was here that he received Lord Macartney in 1793, this being the first occasion on which the representative of Great Britain was admitted into audience by the Son of Heaven.

For Ch'ien-lung's liking for the place there can be no wonder, apart from his personal connection with it from the earliest days of his life, for the views of the panorama of hills, in every direction, are superb. These hills in some cases show the effect of the action of wind and weather in extraordinary ways: perhaps the strangest of them is the Pang-ch'ui Shan (Washing-stick Hill), so called from its resemblance to the cudgel used by Chinese dobbies. This is a solitary pillar rising to a height of about fifty feet above the surrounding ground, and gradually thickening from its base upwards until about two-thirds of the height, when it narrows off to a rounded top. Close to it is the Frog Rock (Ha-ma Shih), the name of which speaks for itself. A local proverb says that when the "Washing-stick" collapses, the "Frog" will run away, and this omen will presage the destruction of Jehol. Other curiosity of the same sort is the "Edge of Heaven," a natural arch at the top of a lofty mountain some ten miles from the town. On the road going east from Jehol is a group of rocks known as the "Three Old Men," and another mass bears a striking resemblance to a portrait of the late Sir Henry Campbell-Bannerman, as he might be depicted by Caran d'Ache.

The climate of Jehol is that of North China generally—a short, hot summer; and a dry, cold winter, the cold being accentuated by the fact that the town is 1,200 feet above sea-level. The surrounding country is not fertile, but game abounds, and minerals (especially the precious metals) are said to be present in the surrounding hills.

**A MEDICAL COLLEGE FOR SHANGHAI.**

The American University Club of Shanghai last week rendered a reception to the Harvard medical men who have arrived in the northern settlement to establish a college for the development of the medical profession among the Chinese. Dr. Martin Edwards in a speech said:—"We have come here to co-operate with the Chinese and with all who are interested in the development of the profession in this country. We hope to draw the best skill obtainable to our aid in the work. We want the best men and we don't care whether they come from Oxford, from Germany, America or anywhere else. It is our purpose to train public health officers, to advance the hygienic conditions throughout China and eventually to develop a large and able body of Chinese physicians to take over the college here in time and who may eventually contribute to the advancement of medical science not only in China but throughout the world. We propose to establish a department of research to which the students may have access and we want to keep this under the supervision of the best men that can be obtained."

Dr. Edwards spoke very highly of his associates, Drs. William Sharpe, Walter C. Hiltner, Albert M. Dunlap and Harold E. Eggers, all of whom were present.

**SMALL-POX IN HONGKONG.**

The return for the past week issued yesterday showed that there were 42 cases of small-pox in the Colony last week, viz:—1 American, 2 British, 1 Japanese, and 38 Chinese, two being imported cases. Of the 42 cases 29 proved fatal. The return further shows that 22 of these cases occurred in the City of Victoria, and 20 in districts other than the city.

Other communicable diseases reported were 1 case of bubonic plague, one imported case of cholera, 1 British case of scarlet fever and two Chinese cases of typhus fever.

**A MATTER FOR THE POLICE.**

From the expressions of opinion we have heard on the subject we are sure we are fulfilling a public desire in calling the attention of the police to the liberties taken by bill-posters in the Colony. We would especially draw attention to the disfiguring of trees by posters. In the neighbourhood of the City Hall this is much in evidence, but it is not by any means confined to that locality. The bill-posters in the Colony are few and there ought to be no difficulty in tracing the culprits and prosecuting them. It will be hoped that these disfiguring posters will not be allowed to remain where they are until a sufficiently heavy fall of rain comes to wash them from the trunks of the trees.

**THE TROUBLE IN THE INTERIOR**

is quickly remedied by PINKLETS, the little Pink Laxatives. They aid Digestion, dispel Constipation, regulate the Liver, cure Biliousness. 60 cents of Chemists, or post free from The Dr. Williams' Medicine Co., 84, Szechuen Road, Shanghai.



















# GOING HOME. A HOLIDAY AT HOME, AND A WAY TO GET THREE THAT'S A HOLIDAY.

## WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of California, of Colorado, and the fascinations of Niagara, San Francisco, Chicago and New York.

## AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers, of the

## PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water." Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra. Meals for epicures under the superintendence of caterers of International Repute.

The Cost: is not more by this route with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £43 to London (return ticket £74) and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular or Civil Service, on application.

STEAMERS.	Tons	Starting	1912
SIBERIA .....	18,000	" " "	SATURDAY, 27th Jan., at 1 P.M.
MANCHURIA .....	27,000	" " "	SATURDAY, 10th Feb., at 1 P.M.
MONGOLIA .....	27,000	" " "	SATURDAY, 2nd March, at 1 P.M.
KOREA .....	18,000	" " "	TUESDAY, 2nd April, at 1 P.M.
SIBERIA .....	18,000	" " "	TUESDAY, 16th April, at 1 P.M.

INTERMEDIATE.	Tons	Starting	
CHINA .....	10,200	" .. "	FRIDAY, 2nd Feb., at 1 P.M.
NILE ... ..	11,000	" .. "	FRIDAY, 23rd Feb., at 1 P.M.
PERSIA .....	9,000	" .. "	TUESDAY, 26th March, at 1 P.M.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

TELEPHONE No. 141.

**BANK LINE**

## REGULAR SERVICE FROM HONGKONG TO VANCOUVER, B.C. SEATTLE & PORTLAND (Or.), VIA SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON PORTS.

FOR MANILA.	FOR VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND (OR.).
LUCERIC ... 23rd Jan.	LUCERIC 7th Feb.

To be followed by other Steamers of the Company at regular intervals. Calling at AMOY and KEELUNG if sufficient inducement offers. The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy. Special Parcel Express to America and Canadian Ports. For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.

Telephone No. 780. King's Building, Praya Central.

## ORIENTAL AFRICAN LINE. NEW LINE OF STEAMERS

### SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA AND STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.
S.S. "DUNERIC" ... 3,000 tons ... to be despatched End January, 1912.
S.S. "KATANGA" ... 5,600 tons ... to follow.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,

MANAGING AGENTS.

## INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.	FROM HONGKONG:	FROM COLOMBO:
	3rd February.	17th February.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,

MANAGING AGENTS.

## CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers at CALCUTTA.

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[42-43-44]

## HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD. AND CHINA NAVIGATION CO., LD.

### HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

TUESDAY, 23rd JANUARY, 1912.

8 a.m. "HONAM"	8 a.m. "HEUNGSHAN."
10 p.m. "FATSHAN."	5 p.m. "KINSHAN."

WEDNESDAY, 23rd JANUARY, 1912.

8 a.m. "HEUNGSHAN."	8 a.m. "HONAM"
10 p.m. "KINSHAN."	5 p.m. "FATSHAN."

These steamers, carrying His Majesty's Mail, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin Electric Fan in each Cabin.

### HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

#### HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

#### MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays, at 7.30 a.m. and 5 p.m.

#### EXCURSION TO MACAO.

SUNDAY, 23rd JANUARY.

The Company's Steamship

will depart from the Company's "WING LOK STREET WHARF" at 9 a.m. Departure from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday leaving at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

#### FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

### CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 a.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD. AND THE INDO-CHINA STEAM NAVIGATION CO., LD.

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S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same days at 8.30 a.m.

Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions (First Floor), opposite the Hongkong Hotel.

## "SHIRE" LINE OF STEAMERS, LIMITED.

PROJECTED HOMEWARD SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR	STEAMERS	DATE OF DEPARTURE.
LONDON, AMSTERDAM & ANTWERP.	"MONMOUTHSHIRE"	On 23rd Jan.
LONDON & ANTWERP.	"PENBROOKSHIRE"	On 2nd Feb.
LONDON & ANTWERP.	"CLAREMONTSHIRE"	On 28th Feb.
LONDON, ROTTERDAM & ANTWERP.	"GLAMORGANSHIRE"	On 15th Mar.

All steamers have excellent accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is directed to the moderate fares charged.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,

AGENTS.

Hongkong, 19th January, 1912.

## THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

(SUBJECT TO MODIFICATION.)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
ST. ALBANS	...	Saturday, 3rd Feb.
ALDENHAM	...	Saturday, 7th Feb.
EASTERN	...	Saturday, 2nd March.
EMPIRE	...	Saturday, 30th March.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried. For further particulars, apply to

GIBB, LIVINGSTON & Co.,

AGENTS.

## SAN FRANCISCO SCENIC ROUTE TOYO KISEN KAISHA

TRANS-PACIFIC

WESTERN PACIFIC

DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU ... 21,000 tons.

S.S. CHITO MARU ... 21,000 tons.

S.S. SHIMO MARU ... 21,000 tons.

AND 11,000 tons. (INTERMEDIATE.)

HONGKONG TO SAN FRANCISCO via CHINA AND JAPAN PORTS and HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC—DENVER AND RIO GRANDE.

The T.K.K. lines connect at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleepers. Through Tourist's Sleepers. Dining Car—Observation Cars. Electric Lights—Electric Fans—Union Depots. New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado.

Convenient connections at Chicago with trains for New York—Transatlantic Steamers and other Eastern points. When taking out Passage over the SAN FRANCISCO SCENIC ROUTE ask for Ticket form No. 625.

O. LACY GOODRICH,

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17, WATER STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG

## AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)

MONTHLY EAST DIRECT SERVICE TO TRIESTE, VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUER AND PORT SAID.

S.S. "BOHEMIA," 7,935 tons, will leave as above on February 19th, 1912, at 5 p.m. S.S. "AFRICA," 8,640 tons, will leave as above on March 19th, 1912, at 5 p.m.

S.S. "NIPPON," 13,950 tons, will leave as above on January 27th, 1912, A.M. S.S. "BOHEMIA," 7,935 tons, will leave as above on February 5th, 1912, at 6 p.m.

Superior accommodation for 1st and 2nd Class Cabin and Stowage passengers. Cheap rates, Hongkong-Trieste Venise, £50 1st, £36 2nd Class. No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

### MONTHLY ORDINARY SERVICE.

S.S. "PERSIA," 12,575 tons, will leave for TRIESTE, Fiume and VENICE, via SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUER, PORT SAID, about January 23rd, p.m.

These steamers are fitted with comfortable one class accommodation for saloon passengers. Cheap rates, Hongkong-Trieste, Venise £43, no surtax, excellent cuisine, Doctor, Wireless Telegraphy.

ROUND THE WORLD TICKETS ARE ISSUED. CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to

SANDER, WIELER & Co., Agents,

Hongkong, 15th January, 1912.

Princes' Building. [155]

## AVERAGE MARKET PRICES.

January 18th, 1912.

The Prices are given in Dollar Centa.

BROWN'S MARK.

Meat: Mei Lung Pa Yuk—Beef, sirloin, lb. 20. Ham, gam, York, Corned Beef, lb. 20. Tongue, lb. 20. Nguan Nam—Beef of Beef, lb. 18. Tongue, lb. 15. Nguan Yek Pa—Beef Steak, lb. 20. Nguan Yek Oh—Beef Steak, lb. 20. Nguan No—Beef Steak, lb. 20. Nguan Lo—Beef Steak, lb. 20. Nguan Lo—Beef Steak, lb. 20.

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## SHIPPING

## ARRIVALS.

CHANGSHA, British str., 1,483, Ed. Finlayson, 22nd Jan.—Saidy 28th Dec, General—Butterfield & Swire.  
 CHENAN, British str., 1,350, Lloyd Jones, 21st Jan.—Shanghai 18th Jan., General—Butterfield & Swire.  
 HOPE SANG, British str., 1,359, J. H. Hay, 22nd Jan.—Port Coubert 19th Jan., Coal—Jardine, Matheson & Co.  
 KASHING, British str., 1,843, H. E. Laver, 22nd Jan.—Mojito 16th Jan., Coal—Butterfield & Swire.  
 MINNISCOTA, American str., 1,323, T. W. Garlick, 21st Jan.—Seattle 17th Dec, and Manila 19th Jan., General—Nippon Yusen Kaisha.  
 OTABU MARU, Japanese str., 1,710, Yoshioka, 22nd Jan.—Mikito 18th Jan., Coal—Mitsui Bussan Kaisha.  
 PHANANG, German str., 1,430, N. C. Reber, 22nd Jan.—Wool and Rice—Butterfield & Swire.  
 ROYAL MAIL, Japanese str., 1,234, Masuda, 22nd Jan.—Wakamatsu 16th Jan., Coal—Mitsui Bussan Kaisha.  
 YUENSAO, British str., 1,164, P. H. Rolfe, 22nd Jan.—Manila 19th Jan., General—Jardine, Matheson & Co.

## CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.  
 22nd January.

BRADY, British str., for Nagasaki.  
 CHANGSHA, British str., for Singapore.  
 CHENAN, British str., for Swatow.  
 KASHING, British str., for Shanghai.  
 LYNN, German str., for Saigon.

## DEPARTURES.

CHENAN, British str., for Canton.  
 SHANGHAI, British str., for Canton.  
 WAKASA MARU, Japanese str., for Bombay.

## SHIPPING REPORT.

The British str. Yuenyang reports: Light monsoon.  
 The British str. Changsha reports: Fine weather generally.

## PASSENGERS.

ARRIVED.  
 Per Yuenyang, from Manila, Mr. Nussmann and Mr. Holt.  
 Per Changsha, from Australia, Misses Lyall (2), Misses Macdonald, Miss Legge and Mr. Frimman, Miss Ruby Williams, Lt. Godden and Mr. Martinez.  
 Per Minniscota, from Seattle, Mr. and Mrs. H. B. Kennedy, Mr. and Mrs. W. Wallace, Mr. and Mrs. L. V. Finster, Mr. A. J. Mitchell, Mr. S. Volkmann, Mr. and Mrs. O. A. Cooper, Mrs. W. T. Fischer and 2 children, Mrs. S. Warner, Mrs. H. D. Bayley, Mr. J. Duffy, Mr. T. Gubgeoff, Mr. and Mrs. A. Windsor, Lt. W. P. Liddle, U.S.N., Mr. J. C. Patten, Mr. L. Liddle, Mr. C. G. Gledhill, Mr. C. F. McWilliams, Mr. and Mrs. J. B. Morgan, and Mr. C. W. Nick.

## VESSELS EXPECTED.

THE AMERICAN MAIL.  
 The P. M. S.S. Co. str. China is due to arrive at Hongkong tomorrow at daylight.  
 The P. M. S.S. Co. str. Manchuria sailed from Yokohama on the 22nd inst., calling at Kobe, Nagasaki, Shanghai and Manila, and is due to arrive at Hongkong on the 5th prox.  
 The T.K.K. str. Chyo Maru sailed from Honolulu on the 16th inst. for Hongkong, and is due to arrive at this port on or about the 6th prox.  
 THE AUSTRALIAN MAIL.  
 The E. & A. str. Eastern left Sydney on the 17th inst. for this port (via Queensland Ports, Port Darwin and Manila).  
 THE CANADIAN MAIL.  
 The C.P.R. Co. str. Empress of Japan left Vancouver, B.C., for Hongkong (via usual ports of call) on the 11th inst., a.m.  
 THE GERMAN MAIL.  
 The I.G.M. str. Derfflinger, carrying the German Mails with dates from Berlin of the 27th ult., left Singapore on the 21st inst., at noon, and may be expected here on or about the 26th inst., at 6 a.m.  
 THE INDIAN MAIL.  
 The Indo-China str. Kumany left Calcutta for the Straits and Hongkong on the 8th inst., and is due here to-morrow.  
 THE LINE STEAMERS.  
 The I.G.M. str. Bismarck left Shanghai on the 20th inst., at noon, and may be expected here to-day at daylight.  
 The A. & M. Line str. Karim passed the Suez Canal on the 29th ult., and is due here on the 28th inst.  
 The N.Y.K. str. Ceylon Maru (Bombay Line) left Bombay for this port via Singapore on the 12th inst., and is expected here on the 30th inst.  
 The T.K.K. str. Eyo Maru sailed from Yokohama on the 21st instant for Hongkong, and is expected to arrive at this port on or about the 3rd prox.  
 The I.G.M. str. Coblenz left Sydney on the 13th inst., at 2 p.m., and may be expected here on or about the 4th prox.  
 The str. Glenloch passed the Suez Canal on the 9th inst., and is due here on or about the 9th prox.  
 The Arthur Nilsson & Co. str. Yedo left Port Said on the 11th instant, and is expected here on or about the 10th prox.  
 The str. Skerries from Puget Sound left Tacoma on the 1st instant for Hongkong and Manila via Japan Ports.  
 The "Mogul" Line str. Lennox left United Kingdom on the 23rd ultimo for Hongkong and for East via the Straits.  
 The T.K.K. str. Eyo Maru sailed from Calcutta on the 20th inst. for Hongkong, and is due to arrive at Hongkong on the 26th March.

## PASSED THE CANAL.

Jan. 5th—Benloe, Ernest Simons, Vorwaerts, Rheuss, 9th—Aki Maru, Glenloch, Katana, Lennox, Slavonia, Yedo, Kina, Preussen—12th—Indramayo, Jason, Palawan, Panguay, Way Castle, Avedda, 16th—Austria, Bismarck, Miyazaki Maru, Para, Prinz Eitel Friedrich, Sithonia, 19th—Dumbar, Kleist, Suevia, Miyazaki Maru, Yaguchi.

## ARRIVALS AT HOME.

January 19th—Hellerophon, Erroll, Sithonia.

## ON SALE.

BOUND VOLUMES OF THE HONGKONG WEEKLY PRESS, JANUARY TO JUNE, 1911. With Index. Price \$7.50.  
 On Sale at the "HONGKONG DAILY PRESS" Office.  
 Hongkong, 27th March, 1910.

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard 4. From Naval Yard to East Point

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	DATE.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, ROTTERDAM & ANTWERP	MONMOUTHSHIRE	Brit. str.	—	G. Phillips	JARDINE MATHESON & Co., Ltd.	To-day.
LONDON & ANTWERP VIA SINGAPORE, &c.	NORE	Brit. str.	—	G. Phillips	P. & O. S. N. Co.	To-morrow, at 10 A.M.
LONDON, &c., via USUAL PORTS OF CALL.	ARCADIA	Brit. str.	—	G. Phillips	P. & O. S. N. Co.	On 3rd Feb., at Noon.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SPESZIA	Ger. str.	k.w.	Buch	HAMBURG-AMERIKA LINIE	On 29th Feb.
HAVRE, ROTTERDAM & HAMBURG, &c.	SAMBIA	Ger. str.	k.w.	Haus	HAMBURG-AMERIKA LINIE	On 6th Feb.
HAVRE, HAMBURG & ANTWERP, &c.	SERITA	Ger. str.	k.w.	Diedrichs	HAMBURG-AMERIKA LINIE	On 13th Feb.
HAVRE, ROTTERDAM & HAMBURG, &c.	SEGOVIA	Ger. str.	k.w.	Doinat	HAMBURG-AMERIKA LINIE	On 1st March.
MARSEILLES, ROTTERDAM & HAMBURG, &c.	HIRANO MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 31st inst., at D'light.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TANGO MARU	Jap. str.	—	K. Kawara	NIPPON YUSEN KAISHA	On 14th Feb., at D'light.
MARSEILLES, ROTTERDAM & HAMBURG, &c.	SAXONIA	Ger. str.	k.w.	Stein	HAMBURG-AMERIKA LINIE	On 16th Feb.
MARSEILLES, ROTTERDAM & HAMBURG, &c.	AMBRIA	Ger. str.	k.w.	Ernst	HAMBURG-AMERIKA LINIE	On 26th Feb.
VICTORIA, B.C. & TACOMA VIA JAPAN &c.	TACOMA MARU	Jap. str.	—	Hayawa	OSAKA SHOSSEN KAISHA	To-morrow, at 11 A.M.
VICTORIA, B.C. & SHANTIA VIA SHANGHAI, &c.	PANAMA MARU	Jap. str.	—	Major	OSAKA SHOSSEN KAISHA	On 30th inst., at Noon.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.	BAGLIONE	Ger. str.	k.w.	H. Formas	HAMBURG-AMERIKA LINIE	On 3rd Feb., at 11 A.M.
NEW YORK	PERIA	Ger. str.	—	Chunak	MELCHERS & Co.	On 6th Feb.
NAPLES GENOA ALGIERES, GIBRALTAR & SOUTHAMPTON	BOHEMIA	Aut. str.	—	Sander, Wielek & Co.	SANDER, WIELEK & Co.	To-morrow, at Noon.
TRIESTE, Fiume, & Venice, via SINGAPORE, &c.	DACRE CASTLE	Brit. str.	—	Doowell & Co., Ltd.	DOOWELL & Co., Ltd.	On 19th Feb., at 5 P.M.
TRIESTE, &c., via SINGAPORE, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	W. Davidson	CANADIAN PACIFIC R. CO.	About 12th inst.
BOSTON & NEW YORK	LUCERO	Brit. str.	—	W. Davidson	CANADIAN PACIFIC R. CO.	On 27th inst., at 7 A.M.
VANCOUVER, B.C., SEATTLE & PORTLAND, &c.	MONTEAGLE	Brit. str.	2 m.	W. Davidson	CANADIAN PACIFIC R. CO.	On 25th March, at Noon.
VANCOUVER, B.C., SEATTLE & PORTLAND, &c.	SIBERIA	Am. str.	—	W. W. Greene	PACIFIC MAIL S.S. CO.	On 27th inst., at 1 P.M.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	CHINA	Am. str.	—	W. W. Greene	PACIFIC MAIL S.S. CO.	On 2nd Feb., at 1 P.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CHINA	Am. str.	—	W. W. Greene	PACIFIC MAIL S.S. CO.	On 16th Feb., at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CHINA	Am. str.	—	W. W. Greene	PACIFIC MAIL S.S. CO.	On 27th inst., at 10 A.M.
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	—	T. Sekino	NIPPON YUSEN KAISHA	On 3rd Feb.
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	—	T. Sekino	NIPPON YUSEN KAISHA	On 16th Feb., at Noon.
Kobe & Yokohama	AKI MARU	Jap. str.	—	L. Klugkist	DELFINGERS & Co.	On 1st Feb., at 11 A.M.
Kobe & Yokohama	COBLENZ	Ger. str.	—	M. Yagi	NIPPON YUSEN KAISHA	About 6th Feb.
NAGASAKI, Kobe & Yokohama	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 14th Feb., at Noon.
MEXICAN, PERUVIAN & CHILEAN VIA JAPAN	KIYO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 11th Feb., at Noon.
JAPAN	TOIMANOKI	Dut. str.	—	Wm. Lloyd	JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI	CHENAN	Brit. str.	1 m.	Wm. Lloyd	JAVA-CHINA-JAPAN LINE	On 25th inst., at 4 P.M.
SHANGHAI, NAGASAKI, Kobe & Yokohama	DERFFLINGER	Brit. str.	—	Spencer Wilds	JARDINE MATHESON & Co., Ltd.	About 25th inst.
SHANGHAI	BAKANO	Aut. str.	—	Tarabochia	SANDER, WIELEK & Co.	On 26th inst., at D'light.
SHANGHAI	NIPPON	Aut. str.	—	O. C. Williams	SANDER, WIELEK & Co.	On 27th inst., at Noon.
SHANGHAI	LINAN	Brit. str.	1 m.	O. C. Williams	BUTTERFIELD & SWIRE	On 27th inst., at Noon.
SHANGHAI	NILE	Brit. str.	—	O. C. Williams	BUTTERFIELD & SWIRE	About 28th inst.
SHANGHAI, MOJI, Kobe & Yokohama	GOLDENFELS	Ger. str.	k.w.	Diedrichs	HAMBURG-AMERIKA LINIE	On 28th inst.
SHANGHAI, Kobe & Yokohama	TENSHIMA MARU	Jap. str.	—	Hori	NIPPON YUSEN KAISHA	On 29th inst.
SHANGHAI, MOJI & Kobe	CEYLON MARU	Jap. str.	—	Hori	NIPPON YUSEN KAISHA	On 31st inst.
SHANGHAI	HIMALAYA	Brit. str.	—	T. S. C. Gregory, R.N.E.	P. & O. S. N. Co.	About 2nd Feb.
SHANGHAI	BOHEMIA	Aut. str.	—	Diedrichs	HAMBURG-AMERIKA LINIE	On 5th Feb., at 6 P.M.
SHANGHAI	YEDDO	Dut. str.	—	Roy	ARTURUS-NILSSON & Co.	About 10th Feb.
SHANGHAI	TELATAP	Jap. str.	—	Roy	ARTURUS-NILSSON & Co.	Quick despatch.
SWATOW & AMOY	DAIOI MARU	Jap. str.	—	Roy	ARTURUS-NILSSON & Co.	On 28th inst., at 10 A.M.
ANPING VIA SWATOW & AMOY	SOSHU MARU	Jap. str.	—	Roy	ARTURUS-NILSSON & Co.	To-morrow, at 8 A.M.
FOOCHOW VIA SWATOW & AMOY	CHOSHUN MARU	Jap. str.	—	Roy	ARTURUS-NILSSON & Co.	On 31st inst., at 8 A.M.
SWATOW	HAIMUN	Brit. str.	2 h.	A. H. Stewart	DOUGLAS LAFRAIK & Co.	To-day, at 11 A.M.
SWATOW & SHANGHAI	WENHOW	Brit. str.	1 m.	T. R. Ainslie	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAFRAIK & Co.	On 25th inst., at 11 A.M.
SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAFRAIK & Co.	On 26th inst., at 10 A.M.
SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAFRAIK & Co.	On 1st Feb., at 11 A.M.
MANILA, CEBU & ILOILO	THEAN	Brit. str.	1 m.	A. W. Outbridge	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
MANILA	LUCERO	Brit. str.	—	P. H. Rolfe	THE BANK LINE LTD.	To-day.
MANILA	LUENSHANG	Brit. str.	1 m.	Sidford	JARDINE MATHESON & Co., Ltd.	On 27th inst., at 2 P.M.
MANILA, ILOILO & CEBU	LUENSHANG	Brit. str.	—	Sidford	JARDINE MATHESON & Co., Ltd.	On 30th inst., at 4 P.M.
MANILA	LUENSHANG	Brit. str.	—	Sidford	JARDINE MATHESON & Co., Ltd.	On 3rd Feb., at 2 P.M.
MANILA, MANGARIA, ILOILO & CEBU	ZAPIRO	Am. str.	—	M. C. Smith	SHAWAN, TOMES & Co.	On 30th inst., at 4 P.M.
MANILA, MANGARIA, ILOILO & CEBU	ZAPIRO	Am. str.	—	M. C. Smith	SHAWAN, TOMES & Co.	On 10th Feb., at 4 P.M.
MANILA, MANGARIA, ILOILO & CEBU	ZAPIRO	Am. str.	—	M. C. Smith	SHAWAN, TOMES & Co.	Quick despatch.
BATAVIA, CHERIBON, SAMARANG, &c.	KUBI	Am. str.	—	M. C. Smith	SHAWAN, TOMES & Co.	Quick despatch.
BOMBEY, SINGAPORE & CALCUTTA	TOBI MARU	Jap. str.	—	Van D. Jalink	JAVA-CHINA-JAPAN LINE	On 5th Feb.
SINGAPORE, PENANG & CALCUTTA	FOOKSANG	Brit. str.	—	T. Sato	NIPPON YUSEN KAISHA	To-day, at Noon.
SANDAKAN	MAUSANG	Brit. str.	—	T. Sato	NIPPON YUSEN KAISHA	On 31st inst., at Noon.
BOHAW & HAIPHONG	BUNGKIANG	Brit. str.	—	M. Mathias	BUTTERFIELD & SWIRE	To-morrow, at 10 A.M.
KWANG CHOW WANG & HAIPHONG	SI-KIANG	Brit. str.	—	E. de Catalano	MESSENGERIES MARITIMES	On 31st inst., at 9 A.M.

# NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP AND BREMEN	"BUELOW," Capt. H. FORMES	16,900	Wed'ay, 24th Jan., at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"DERFFLINGER," Capt. F. PROSCH	17,000	About 25th Jan.
MANILA, YAP, MARONN, SAMARAI, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR," Capt. H. BREMER	5,100	Saturday, 27th Jan., at 10 A.M.
KOBE and YOKOHAMA	"COBLENZ," Capt. L. KLUGKIST	6,750	About 6th Feb.

All the Steamers of the European Line are fitted with Wireless Telegraphic.  
 New System of Teletfunken.

For Further Particulars, apply to.

NORDDEUTSCHER LLOYD,  
 MELCHERS & Co.,  
 GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 16th January, 1912.

# PASSENGER SEASON 1912. NORDDEUTSCHER LLOYD. BREMEN. TO EUROPE BY THE MAGNIFICENT FAST LINERS.

STEAMSHIP	DISPLACEMENT	ON
"GOEBEN" - - - - -	17,000 tons	ON FEBRUARY 6TH.
"DERFFLINGER" - - - - -	17,300 "	ON FEBRUARY 21ST.
"PRINZ EITEL FRIEDRICH" 16,000 "		ON MARCH 5TH.
"YORCK" - - - - -	17,000 "	ON MARCH 20TH.
"PRINZESS ALICE" - - - - -	20,300 "	ON APRIL 2ND.
"LUETZOW" - - - - -	17,300 "	ON APRIL 17TH.
"KLEIST" - - - - -	17,000 "	ON APRIL 30TH.

THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIERES, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy. (System Teletfunken.)

EARLY BOOKING RECOMMENDED.

For Further Particulars, apply to

MELCHERS & Co., GENERAL AGENTS.

Hongkong, 1st September, 1911.

# CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE. VIA VANCOUVER

AND  
 THE CANADIAN PACIFIC RAILWAY  
 PROPOSED SAILINGS FROM HONGKONG, ST. JOHN, N.B., AND QUEBEC.  
 SUBJECT TO ALTERATION.

FOR VANCOUVER.	FOR LIVERPOOL.
"EMPERESS OF INDIA" SAT., 27th Jan.	"EMPERESS OF IRELAND" FRI., 23rd Feb.
"EMPERESS OF JAPAN" SAT., 24th Feb.	"EMPERESS OF IRELAND" FRI., 22nd Mar.
"MONTEAGLE" SAT., 23rd Mar.	"EMPERESS OF IRELAND" FRI., 19th Apr.
"EMPERESS OF INDIA" SAT., 20th Apr.	"EMPERESS OF IRELAND" FRI., 17th May.

Steamships leave HONGKONG at 7 A.M.

The direct route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express, and at ST. JOHN or QUEBEC with the Company's Atlantic "EMPERESS" Steamships.

14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class ..... via Canadian Atlantic Ports or New York \$71.10

Intermediate on Steamship) "443" "245"

"Monteagle" "243" "245"

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

E.M.S. "MONTEAGLE" or rise Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information: Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. GRADDOCK, General Traffic Agent for China.

Corner Pedder Street and Praya opposite Blake Pier.

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# PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAPIRO	4000	M. C. Smith	Manila, Mangarin, Iloilo and Cebu	On 30th Jan., 4 P.M.
RUBI	4000	S. Crosby	Manila, Mangarin, Iloilo and Cebu	On 10th Feb., 4 P.M.

PHILIPPINES CARNIVAL FEBRUARY 3rd to 12th, 1912.

For sailing on January 30th, Special Reduced Rate, Hongkong-Manila and Return \$50.00

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong 22nd January, 1912. PHILIPPINES S.S. Co. 113

# SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	TONS	DATE OF SAILINGS
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SHANGHAI, YOKOHAMA, "YEDDO" 7,200 About 10th February.

For Freight and Further Particulars, apply to

ARTHUR NILSSON & CO., YORK BUILDINGS, TOR FLOYD.

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## NOTICES TO CONSIGNEES

AMERICAN & ORIENTAL LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Company's Steamship

"JESERIC."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained.